Nothing Like the Commercial Growth of the United States in the History of Nations,

In an address before the New York Press association, at its forty-third annual meeting recently, Mr. George H. Daniels, general passenger agent of the New York Central & Hudson River railroad, touched upon the effects of the late war with Spain upon our commerce They Are the Greatest Enemies of and industries in the following impressive words:

"One of the remarkable statements of Mr. Mulhall, the British statistician, in his work on 'The Wealth of Nations,' was this: 'If we take a survey of man- | thine has brought the attention of the kind, in ancient or modern times, as re- public to the wretched condition of gards the physical, mechanical and in- American roads. The French automotellectual force of nations, we find noth- bile has shown an average speed of 30 ing to compare with the United States, | miles an hour for a long distance, while in this present year, 1895.'

that the working power of a single per- The difference is ascribed to the bad son in the United States was twice that roads over which the American machine of a German or Frenchman, more than | was compelled to travel. Referring to three times that of an Austrian and this, Chairman Otto Dorner, of the L. five times that of an Italian. He said A. W. highway improvement committhe United States was then the richest | tee, speaks of one of the causes for the country in the world, its wealth exceed- miserable highways. He says: ing that of Great Britain by 35 per | "Next to water, the greatest enemy cent., and added that in the history of of good roads-yes, of all roads-is the the human race no nation ever before narrow-tired wagon. Narrow tires and possessed forty-one millions of instruct- water, acting together, have given our ed citizens.

ures to-day, the differences would all be many rods wide, but they are deep-so in favor of the United States, for in deep, alas, at times that travel over, or the past twelve months we have dem. rather, through them, is next to imposonstrated the superiority of our manu- sible. facturers in every direction, and our "A heavily loaded wagon always ability to cope successfully with ques- leaves its tracks on the highway, and tions which have heretofore been the depth of these tracks depends upon handled exclusively by the older na. the material of which the road is built,

vened between the time of your meet- ing wagon forms a trough for the rain, ing at Lake George and to-day have which, instead of running off to the been years of great events and achieve- side, as it should do, remains to sink ments.

that 'one of the inevitable results of digs its wheels deeper into the surface, the war between Japan and China and so the work of demoralization and would be the opening to the commerce destruction continues. of the world of fields heretofore unknown, perhaps the richest on the stead of forming a rut, will roll and globe,' and in urging the members of harden the road surface. By the use of the New York Press association to do wide tires, every loaded wagon can be everything in their power to secure to turned into an effective road roller and the United States a portion of the great made to improve the roadway instead commerce to be developed between the of helping to destroy it. All that is western nations and these twoold coun- necessary to make the best road in the tris of the world, I asked three ques- world is to make it solid and to give it a

be harvested by machines manufac- use of road rollers. Wide tires are road tured along the lines of the New York rollers, and therefore, road makers. Central, or will the manufacturers of Narrow tires are road destroyers. If England and Germany supply them? | wide tires could be adopted for general

Tientsin be extinguished with engines helps to cut up and destroy country built at Seneca Falls, or will France, roads, would become an active factor and England send their fire engines to in their improvement. Japan and China?

fast mail trains between Yokohama and tractive force than is needed for the the interior of Japan and through the narrow-tired wagon under the same rich valley of China, be built at Sche- conditions. Director Waters, of the nectady or Dunkirk, or will our ori- Missouri agricultural experiment staental friends and neighbors in the Pa- tion, who has made very extensive tests

ward the extension of American com- that six inches is the best width of tire merce by commercial bodies, supported for a combination farm and road wagon by a liberal and broad-minded policy and that a large number of tests show. on the part of our government, would without a single exception, a difference undoubtedly secure to the United States in draft in favor of the broad tires to the ceiling either in front or behind the blessings that come from a great ranging all the way from 17 to 100 per | the cows, according as it is intended for and varied commerce, and I said that cent. the New York Press association, and similar associations all over the coun- erally acknowledged in Europe that around the stable, the carrier being try, could stimulate a public spirit that laws have been passed in each country would insure the important results out- prescribing their use. Austria requires

war between one of the old nations of be carried exceeds three and one-half the earth and our young republic would tons. In France all freighting and be fought; at that time we had no idea market wagons are turned into road that American manufacturers would be rollers by being required to have tires one bolt being used in each block, so furnishing locomotives to the English from three to ten inches wide. Ger- that the wheels will turn a curve in the railroads, as well as Japanese, and no many requires four-inch tires for all one thought four years ago that Amer- wagons used for heavy loads, and Switican bridge builders would go into the zerland requires that they shall be proopen market and successfully compete | vided with tires of six inches. These for the building of a great steel bridge regulations have been adopted for the in Egypt; nor that in so brief a time protection of the high-class European American engineers would be building roads built during the present century. railroads into the interior of China from the most important seaports and fur- has solved the financial problem connishing locomotives by the score to nected with road improvement in the nearly every country on the globe.

Japan, written only a short time ago, narrow tires. Country districts receivthere was this significant sentence: ing financial aid for road purposes out You will be interested in knowing that of the state treasury should do all in I have hanging on the wall of my of- their power to encourage the use of fice a framed picture of your Empire wide tires. This has been accomplished State Express, and we expect in the in some places by exempting all widenear future to be hauling a Japanese | tired vehicles from taxation. Empire Express with an American locomotive.' They have now in Japan nearly 100 locomotives that were built in the United States. In Russia they have over 400 of our locomotives, and nearly every railroad in Great Britain has ordered locomotives from this country since the beginning of the war with

Spain. "In this connection it will be interesting to note in passing that the second American locomotive was built at the West Point foundry near Cold Spring, on the Hudson river, and was called the Best Friend, and from that day to this the locomotive has been one of the best friends of all our people.

"But it is not alone our locomtives that have attracted the attention of foreigners who have visited our shores, our railway equipment generally has commanded admiration and is now receiving the highest compliment, namely, imitation by many of our sister nations.

Prince Michel Hilkoff, imperial minister of railways of Russia, has, since his visit to the United States a few years ago, constructed a train on much the same lines as the New York Central's Lake Shore Limited.

"Only a short time ago, at the request of one of the imperial commissioners of Germany, the New York Central sent to Berlin photographs of the interior and exterior of our finest cars and other data in relation to the operation of American railways. Several other countries have asked for similar information, and there is a general waking up of foreign nations on the subject of transportation, brought whole outfit is set in the ground at an about mainly by the wonderful achievements of American railways."

Black Sea Wrecks.

There is no part of the world which has such a black record for wrecks as the narrow Black sea. The number in some years has averaged more than one a day, the greatest number of wrecks secorded in one year being 425, and the smallest 134. About 50 per cent. of these vessels became total wrecks, all the crews being jost .- N. Y. Sun.



NARROW-TIRED WAGONS.

Good Roads Next to Surplus Surface Water.

The proposed automobile race between an American and a French mathe best the American machine has "Mr. Mulhall proved by his statistics been capable of is a little over 16 miles.

country roads a third dimension. They "Should Mr. Mulhall revise his fig. | tre not only so many miles long and so

tions is recognized by all the world. | the weight of the load and the width of "The four years that have inter- the tires. The rut formed by the passinto the roadway and soften it. The "I said at the Lake George meeting next wagon, finding the ground softer,

"A wide tire, on the other hand, inhard, smooth surface. Nothing so much "'Shall the grain in China and Japan tends to accomplish this as the frequent "Shall the fires in Yokohama and use, every loaded wagon, which to-day

"Experience has repeatedly proven "Will the locomotives, to haul the that hauling on wide tires requires less eific buy them of our English cousins?' on the subject, characterized especial-"I predicted that active efforts to- ly by their scientific accuracy, declares

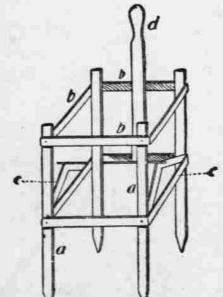
"The principle of wide tires is so gentires of at least four and one-third "At that time we had no idea that a inches width, increasing as the load to

"Now that the adoption of state aid United States, care should be taken that "In a letter from a friend in Tokio, the roads we build are not destroyed by

SPLENDID WIRE REEL.

For Uncolling Barbed Wire, Its Inventor Seems to Think, It Is Without an Equal.

For unrolling barbed wire, my rack rights, a, are three feet long, and cross-



A WIRE REEL.

top so the bar on which the spool is the other \$33 .- Farm, Stock and Home. hung can rest as shown. Lever d regulates the speed of turning or paying out wire by pressing against the roll. The end of the proposed fence, spool put in place and a horse with singletree attached to end of wire. The horse can use of wood ashes, chopped in around be ridden or led by a man, while a boy each plant, is a remedy, but it is not aloperates the lever .- R. G. Melson, in

Farm and Home. Would You Be Willing? Roads.

ABOUT FEEDING CALVES.

When Skim-Milk Is Used as a Food It Should Be Sterilized First of All Things.

Sterilized skim-milk is good for cours. Heating of the milk seems to produce chemical changes that help to prevent scours, and at the same time enable the feeder to keep the milk in good, sweet condition. Milk delivered at the creamery contains la:ge numbers of lactic acid germs. Unless these are destroyed by sterilizing, the skim milk will sour in a few hours. When sterilized and cooled to the temperature of well water, skim milk may be kept sweet from 36 to 48 hours. Feeding sweet milk at one meal and sour at another is very apt to cause scours and stunt growth.

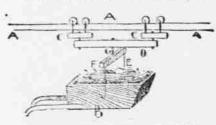
The stomach of a calf is delicate and sensitive, and any change of feed should be made gradually. Do not change from whole milk to skim milk faster than a pound a day, allowing ten days to two weeks for the change. Before turning on pasture in the spring, it is better to feed a little green amount until the limit of the ealf is reached; otherwise the calf may suffer change to pasture.

Several complaints have reached us et j'y suis fidele. L'homme ne se mainabout skim milk intended for calves tient que par les potages. Le grand souring, even when placed in tubs of Careme, qui a ecrit un tres beau livre cold water as soon as received from the | sur les potages, les appelle les Portiques | creamery. Sterilized skim milk will du Temple." not sour until it is cooled to about blood temperature. A can of hot milk will French men to keep up the standard warm a tub of water to about that tem- of cookery; and English women are perature, and as the milk is cooled at the same time, the best conditions are offered for the development of lactic | country. Ask any lady of your acacid germs. The tub of water only helps to keep the milk at blood temwater is worse than onthing. If hot skim milk is cooled in a tub, it should be done by running water. A much better way would be to use a cooler think I remember much about that." and then place the can of milk in a tub | This fatal indifference filters down of cold water in order to keep it cool .-D. H. Otis, in Country Gentleman,

HANDY CAR FOR BARNS.

Can Be Used as Ensilage Carrier on a Dairy Farm and for Many Other Purposes.

The illustration shows a very useful device. It was formerly described in Farm, Field and Fireside by a New York correspondent, who says he has seen it in practical operation on a dairy farm as an ensilage carrier and in a the truth is that so long as the upstable as a manure carrier. Thinking holstery is magnificent and the com- man to remember that the smallest the idea useful to the readers of this



CARRIER FOR A BARN.

paper, I give an illustration and abreviated description of this really useful device. It consists of a track of iron, A, A, A, such as is used for barn doors, the carrier wheels and hangings and the box, B. The track is fastened use in feeding or in stable cleaning, running the whole length or entirely constructed in a manner to permit the wheels to turn on a curve in the track. The four carrier wheels are bolted in ciers. In the upper middle class the pairs to the blocks, C, C, which run close difficulty of obtaining a decent cock is to the track to prevent the wheels jumping off. The blocks are bolted to a heavy scantling, D, D, under them, only preparation of food as derogatory. To track as mentioned. The car (B) is ferent things," like Adries, at an early hung by rods, E, E, to the crossbar, period of the afternoon; whereas she F, which is connected to the timber between the wheels by a heavy swivel. until about an hour and a half before There may be a rod from the crossbar, the time. After all, why should she F, to the rear end of car to hold it bother, if master and mistress don't steady until ready to dump. By the mind? Below the upper middle class handles at the front end, the car is cooking and dining disappear, and you readily moved upon the track in either get boiling, baking and feeding. Things direction, even when fully loaded, holding about one-fourth of a wagon load J. G. Allshouse, in Ohio Farmer.

Profit in Thinning Fruit. The practicability of thinning fruit and its feasibility from a commercial standpoint have been pretty well demonstrated in the last few years. In western New York it has generally proved profitable wherever tried. Mr. John Craig reports, in the publications of the (Canadian) central experimental farm, some results in thinning peaches and plums which corroborate the notes given from Mr. Beach and others. He concludes that, when a large crop of fruit is set, thinning peaches is highly as illustrated, is made of three by three remunerative for the following reainch scantling mortised together. Up- sons: (1) It increases the weight of the yield. (2) It largely increases the size pieces, b, 18 inches. The two pieces, c, of the fruit. (3) It reduces the numerably lessening the drain on the vitality of the tree. (4) It renders the crop less liable to rot. Thinning plums likewise proved altogether worth while.

> The Dairy Type Cow. Careful experiments show that the dairy type cow yields on an average cow with beef heredity and tendency vields 4,500 pounds under similar conhundred, as is now the case, the net income from the butter from the dairy eow, whose milk averages four per cent. fat, is \$45, while that from the cow of beef type and whose milk only averages 35 per cent. fat, is only \$27. The feeding value of the skim milk

> giving four per cent. butter is worth

milk containing 35 per cent. Adding

Club Foot in Cabbage. "Club foot" in cabbage results mosty when cabbages are raised on the same land year after year. A change of location is always desirable. The free ways effectual. The potash of the ashes destroys the maggot which does the damage, and an excellent mode is to mix the ashes in water, make a few Would you be willing to have the holes with a stick around the plant and public judge you by the character of pour the mixture in, which is a laborithe road in front of your house?-Good ous operation, however, where there is a large field devoted to the crop.

AS JOHN BULL SEES HIMSELF.

Something of His Cooking and His Amusements-The Dinners of Two Nations.

Every nation has the government and the cooking which it deserves. Thus, the French are the worst governed and the best fed people in Europe, for the reason that the majority of Frenchmen are perfectly indifferent to politics and keenly interested in food. The English are the worst fed and the best governed people in the world, because, with few exceptions, they care a great deal more about the programme of the government than the menu of the cook. In the "Vieux Marcheur" there is a scene in the cabinet of a Parisian restaurant which illustrates the anxious deliberation with which a French party debate their bill of fare. "What are you going to give us, Adrien?" asks the host. "Ja'i pense a differentes choses," replies the waiter. Fancy asking an English waiter what he was going to give you for lu cheon and his answering: "I have been thinking of several things!" Adrien then proposes a potage Jeanne feed and gradually increase the d'Arc, whereupon a young gentleman asks, indignantly: "De la soupe a dejeuner?" Adrien's rebuke is magseverely from scours by the sudden nificent: "Non, monsieur, pas de la soupe, du potage. C'est la vielle ecole,

French women do quite as much as quite as much to blame as English men for the absence of any standard in this quaintance what she thinks of a certain restaurant, and she will say: "Such a perature. Under such conditions the lovely room! I like those dark red hangings by Waring so much." "But the dinner, my dear lady, what about the dinner?" "Oh, the dinner! I don't from the table through the service to the kitchen. The experiment is constantly tried of getting over-celebrated chefs from Paris, and those who know these artists on their native heath are at a loss to account for their cold and careless performances in London. The reasons are not far to seek. race. The foreign chef is badly served in the kitchen and in the dining-room. This distresses him at first, until he learns that his patrons are too busy admiring whether his dinner is hot or cold. For be a sign painter. pany numerous and smart English people are quite happy. Given alabaster pillars, saddlebag settees, plenty of electric light and the restaurant or aotel is voted charming. The garbage which we placidly swallow at our very expensive hotels and on board our crack steamers is horrible to think of. Nor are our clubs much better. In 1859 Abraham Hayward wrote: "The best judges are agreed that it is utterly impossible to dine better than at the Cariton." Would the members of that in-

stitution indorse this statement now? In private houses there is the same indifference above stairs, the same carelessness below. Even among the upper class, where money is no object, the contrast is too painful between the splendor of the table and the commonplace, ill-dressed fare. With the exception of one or two of our great nobles who entertain royally, the best cooking is to be found, as might be expected, in the houses of the cosmopolitan finannotorious, because the working English woman regards a serious interest in the produce a good dinner at eight o'clock the cook should begin "thinking of difnever dreams of beginning her duty will never mend until the majority recognize that good cooking is an important factor in happiness, and insist upon getting it. Nothing is so difficult as to force a taste upon a people; but we really think that a resolute effort migth be made by English travelers to raise the culinary standard in their own hotels, which in this respect are simply scandalous. Verily, we are a great and good nation; but at the bare imagination of our national cookery the stomach weeps.-London Saturday Review

Capturing the Philippine Music. Grim war has its drolleries, as the strapping Washington volunteers proved the other day when they captured the Filipino brass band of 82 pieces which has been inspiring Pilo del Pilar's insurgents to combat. The most humorous aspect of the affair was ber of matured seeds, thereby consid- | the way in which some Manila Chinamen promptly came forward and filed claims against the instruments. In their thrifty fear of losing their property they made no bones of confessing that the instruments had been leased to the insurgents. The Tagals are the worst enemies of the Chinamen, and they know it, but they will apparently 6,500 pounds of milk yearly, while the rent out their souls for a reasonable amount of cash in hand. But what will the northern insurgent army do now dions. When milk brings a dollar a without its hired music? If music hath charms to stir the savage Filipino breast to treason, stratagems and spoils, the capture of this oriental rival of the Chicago orchestra may dampen even the imperial ambitions of Aguinaldo.-Chicago Tribune.

Big Gambling Losses in England. In the latest history of gambling in one-seventh more per pound than is the England, just published, there are some astonishing revelations as to the the actual value of skim milk of each amount of money won and lost by men cow to the net returns for butter we and women waose names were as faget from the dairy cows \$55 and from miliar as household words early in the present century. There are secords of \$1,000,000 having bean lost at a sitting and the loss of \$250,000 appears to have been a very common occurrence.--Chicago Chronicle.

GATHERED HERE AND THERE.

tured a pine board.

productions."

A joker in Paterson, N. J., contrived to have a love letter placed where a jealous wife would find it-in her husband's coat. The wife read the amorous missive from some unknown lady and it caused the separation of husband and wife, Remorse struck the joker, he confessed that the unknown lady was a myth, and that he was the author of the letter. The wife begged forgiveness from the husband, and the latter, at the point of a pistol, forced the joker to eat

POINTED PARAGRAPHS.

The lawyer wants only fee-sible

A man naturally looks pail after kicking the bucket. An all-around writer ought to be able

to get up a good circular. The silent watches of the night hang

in front of jewelry stores. keep her calendar torn off up to date.

The crooked horse race is the result of a lack of straightness in the human

people who have laid away money for

the furniture and one another to know turer in a deaf and dumb institute must Take Laxative Bromo Quinine Tablets. All whether his dinner is hot or cold. For he a sign painter

pumpkin.

Capital and labor go well enough together, but the trouble is too many men are trying to get capital without

way, but it will never see the day when it can supplant the hammock built for two.-Chicago Daily News.

THE MARKETS.

e	New York, July 18.	
94	CATTLE-Native Steers\$ 4 90 @ 5 75	DR. MO
r	COTTON—Middling 6180 618 FLOUR—Winter Wheat 3 40 60 4 00	THE WASHINGTON
8	WHEAT-No. 2 Red 785-90 1354	
	CORN-No. 2 (c 404)	WILLMARE - ET
c	OATS-No. 2	BABY FAT
1-	ST. LOUIS.	ASA PIG.
)-	COTTON-Middling @ 5%	
8	REEVES_Steers 4 00 @ 5 45	TETHING
g	Cows and Heifers 2 50 @ 4 65 CALVES—(per 100) 4 00 @ 6 50	STORE OF TAXABLE SOC.
n	HOGS -Fair to Choice 3 20 % 4 4252	If not kept by druggists mail 25 cents to C.
-	SHEEP-Fair to Choice 4 00 of 4 25	
	FLOUR-Patents (new) 3 55 9 3 70 Clear and Straight 3 90 6 3 40	A A HILL A LIANT BULL
e	Clear and Straight \$ 00 & \$ 40 WHEAT-No.2 Red Winter 74 & 75	. 思 減 岩 [] [] [] [] [] [] [] [] [] [
S	CORN-No. 2 66 35	第4回1111をお客談を回る1回と
h	OATS-No. 2 26 @ 2614	SCHUH'S HOME PILL
e	RYE—No. 2	PATIENTAL PATENTAL PA
0	Leaf Burley 4 50 @ 12 00	
k	Leaf Burley	_
	EGGS-Fresh W 372	
v	PORK-Standard Mess(new) 69 9 25	
2011	BACON-Clear Rib @ 5%	Lazy Liver
e	1.ARD -Prime Steam 51/8/4 51/4	
y	CHICAGO. CATTLE—Native Steers ., 4 75 @ 5 90	"I have been troubled a great deal
e	HOGS-Fair to Choice 4 15 @ 4 45	with a torpid liver, which produces constipa-
e	SHEEP-Fair to Choice 3 25 @ 5 25 1	tion. I found CASCARETS to be all you claim
t	FLOUR-Winter Patents 3 50 @ 3 60 Spring Patents 3 30 @ 3 70	for them, and secured such relief the first trial, that I purchased another supply and was com-
s	Spring Patents	Dietely cured. I shall only be too glad to rec-
u	NO. 2 Red	ommend Cascarets whenever the opportunity is presented." J. A. SMITH.
s	CORN-No. 2 Mixed @ 34½ OATS-No. 2 @ 2454	is presented." J. A. SMITH. 2020 Susquehanna Ave., Philadelphia, Pa.
	OATS-No. 2 @ 24% PORK-Mess (new) 8 50 @ 9 05	A state of a minute part, I as
	· KANSAS CITY.	CANDY
	CATTLE Native Steers 175 6 5 6 1	CATHARTIC
t	HOGS—All Grades 4 00 @ 4 22½ WHEAT—No. 2 Red 6 76	Salliantic 4
t	WHEAT—No. 2 Red @ 10 OATS—No. 2 White @ 27	BY DEATHORN
t	CORN-No. 2 31 @ 31%	
t	NEW ORLEANS.	Magaggggggg
0	FLOUR-High Grade 3 50 @ 4 00 CORN-No. 2 @ 44	TRADE MARK REGISTERED
1	OATS-Western 34 67 35	SERVICE STATES
7	HAY-Choice 16 00 @ 16 50	PEGULATE THE LIVER
,	PORK-Standard Mess 9 75 @ 10 00	
1	BACON-Sides 61/4 61/4 COTTON-Middling 61 51/4	Pleasant, Palatable. Potent, Taste Good. Do Good, Never Sicken, Weaken, or Gripe, 10c, 25c, 50c.
-	LOUISVILLE.	CURE CONSTIPATION
•	WHEAT-No. 2 Red 744@ 75%	Sterling Remedy Company, Chiengo, Montreal, New York. 920
1	CORN-No. 2 Mixed 37 @ 37% GATS-No. 2 Mixed 26 @ 27%	NA TA DAG COLLAND
	PORK-New Mess 9 25 6 9 75	NO-TO-BAC Sold and guaranteed by all drug-
1	PACON Clear Piles 6 6 614	

ty-third Kansas regiment, was tested The car started down grade, gained speed at Fort Scott. A ball shot from it rapidly for five miles, and then turned a against the flat side of an ordinary flatiron passed through the iron, making a for \$500 because a smart lawyer convinced smooth hole, and sealing the iron on the opposite side, as if the bullet had pune-tributory negligence."—Detroit Free Press. opposite side, as if the bullet had punc-

Perhaps the first industrial exposi-Perhaps the first industrial exposi-tion on record was held in 1569 in the Ease, a powder for the feet. It makes tight Rathhaus of Nuremberg. A catalogue published at the time thus states the purpose of the exposition: "It shall bring before the public all innovations and bunions. At all druggists and shoe stores, 25c. Trial package FREE by mail. Address Allen S. Oimsted, Le Roy, N. Y. in the trade of the whole world in modern times, together with domestic art

Only a strong-minded woman can The good may die young, but the bad nearly always outlive their use-

An umbrella offers a good opening for

If an orator is a word painter a lec-

It might be well for the conceited

onion is stronger than the largest part in the chorus.-Ram's Horn

The tandem cycle is all right in its

"Heard a couple of good ones on this trip," announced one of Detroit's traveling men. "At a little town in Oklahoma court

Ladies Can Wear Shoes or new shoes easy. Cures swoilen, hot, sweating, aching feet, ingrowing nails, corns

Slightly Mixed. Mrs. Henpeck—The Episcopal funeral service is so beautiful! I want it read over me when I die.

Mr. Henpeck-Certainly! There's something in it about "Here endeth the first lesson," isn't there?-Kansas City Independent.

Oklahoma Offers splendid inducements to homeseekers. The Frisco Line reaches the most important localities in the territory, and takes you through to Oklahoma City without change of cars. It is the shortest and most desirable route. Write for descriptive literature to Bryan Snyder, G. P. A., St. Louis, Mo.

Trophies of the Chase. "What are those queer-looking trophies the Filipinos wear around their necks?" asked the raw recruit.

"Them's the medals for the century runs they've made during the war," replied the Kansas volunteer.—Philadelphia North American.

Lane's Family Medicine. Moves the bowels each day. In order to be healthy this is necessary. Acts gently on the liver and kidneys. Cures sick headache. Price 25 and 50c.

The scarcity of men should never result in making a poor one more desirable, but it unfortunately does.—Atchison Globe.

The Best Prescription for Chills and Fever is a bottle of GROVE'S TASTELESS CHILL TOXIC. It is simply iron and quinine in a tasteless form. No cure -no pay. Price, 50c.

Miss Ethel-"Music always makes me feel sad; doesn't it you, Mr. Suds?" Mr. S.—
"Yes; but I like it—it's awfully jolly to feel
sad, don't y' know."—Brooklyn Life.

To Cure a Cold in One Day

So much of the happiness of life depends on whether you wil

After physicians had given me up, I was saved by Piso's Cure.-Ralph Erieg, Williamsport, Pa., Nov. 22, 1893.

The man who doesn't believe in signs is liable to get fresh paint on his clothes.— Philadelphia Record. Hall's Catarrh Cure Is taken Internally. Price 75c.

"Keeping at it" is a mighty good substi-tute for real genius.—L. A. W. Bulletin.

Elasticity of English.

Where does the slang of the day originate? When a new verbal monstrosity comes into Twenty-five years ago the United States supplied 15 per cent. of the world's consumption; now they supply 30 per cent.

Up-to-date suits for divers have a telephone attachment, so that the submerged person can converse with his aids at the surface.

A Mauser rifle captured at San Juan Hill by Capt. A. M. Wilson, of the Twenty-third Kansas regiment, was tested to the top of a started down grade, gained speed.

The day before a case had been tried in which a man had climbed to the top of a freight car laid up on a siding. He had no business there, but loosened the brake.

The car started down grade, gained speed.

When a new verbal monstrosity comes into currency its origin is as mysterious as its entry in the currency its origin is as mysterious as its origin is as mysterious as its origin is as mysterious as its effect is startling. On a roof garden last that had seen better days and with tell tale puffs beneath his eyes, released two straws from his mouth long enough to remark, languardly, that he was suffering from a hornible case of the "ding-bats." His comparison, who looked like a vaudeville lady, had to the top of a freight car laid up on a siding. He had no business there, but loosened the brake.

The car started down grade, gained speed the object of her criticism was professionally incompetent. It's a great language.—N. Y. Commercial Advertiser.

For disobedience the small boy frequent-ly takes the palm.—Chicago Daily News.

And is it not due to nervous exhaustion? Things always look so much brighter when we are in good health. How can you have courage when suffering with headache, nervous prostration and great physical weakness?

Would you not like to be rid of this depression of spirits? How? By removing the



It gives activity to all parts that carry away useless and poisonous materials from your body. It removes the cause of your suffering, because it removes all impurities from your blood. Send for our book on

To keep in good health you must have perfect action of the bowels. Ayer's Pills cure constipation and biliousness.

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